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Hongkong, 25th October, 1905. [19]

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Hongkong, 7th March, 1906. [570]

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Hongkong, 10th March, 1905. [571]

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Hongkong, 12th July, 1905. [135]

MAIL TABLES

AS OFFICIALLY PREPARED

FOR 1906.

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to Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of departure of the Mails from Europe
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7.00 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 15 minutes.

9.30 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 10.30 a.m. ... Every 15 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 11.30 a.m. ... Every 15 minutes.

11.30 a.m. to 12.00 p.m. ... Every 10 minutes.

12.00 p.m. to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 1.30 p.m. ... Every 10 minutes.

1.30 p.m. to 2.00 p.m. ... Every 15 minutes.

2.00 p.m. to 2.30 p.m. ... Every 10 minutes.

2.30 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.30 p.m. ... Every 10 minutes.

3.30 p.m. to 4.00 p.m. ... Every 15 minutes.

4.00 p.m. to 4.30 p.m. ... Every 10 minutes.

4.30 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 5.30 p.m. ... Every 10 minutes.

5.30 p.m. to 6.00 p.m. ... Every 15 minutes.

6.00 p.m. to 6.30 p.m. ... Every 10 minutes.

6.30 p.m. to 7.00 p.m. ... Every 15 minutes.

7.00 p.m. to 7.30 p.m. ... Every 10 minutes.

7.30 p.m. to 8.00 p.m. ... Every 15 minutes.

8.00 p.m. to 8.30 p.m. ... Every 10 minutes.

8.30 p.m. to 9.00 p.m. ... Every 15 minutes.

9.00 p.m. to 9.30 p.m. ... Every 10 minutes.

9.30 p.m. to 10.00 p.m. ... Every 15 minutes.

10.00 p.m. to 10.30 p.m. ... Every 10 minutes.

10.30 p.m. to 11.00 p.m. ... Every 15 minutes.

11.00 p.m. to 11.30 p.m. ... Every 10 minutes.

11.30 p.m. to 12.00 a.m. ... Every 15 minutes.

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MANAGER.
Hongkong, 24th July, 1906. [s286]

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[s520]

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Hongkong, 27th June, 1905. [s43]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
27, CAINE ROAD.

Hongkong, 20th September 1905. [s2165]

THE HONGKONG FIRE INSURANCE CO., LTD.

The thirty-seventh ordinary general meeting of this Company was held at the office of the general managers, Kings Buildings, at noon yesterday. Hon. Mr. C. W. Dickson, president, and there were also present—Sir Paul Chater, C.M.G., Messrs. H. P. White, F. Maitland (consulting engineer), G. T. Vitch (secretary), C. N. Young, J. J. Lettis, S. H. Michael, Le Chiu-shin, E. J. Moses, W. H. Wickham, Ho Fook, Wong Leung-him and Captain W. E. Clarke.

The notice convening the meeting having been read,

The CHAIRMAN said:—Gentlemen,—The report and accounts having been in your hands for some days, with your permission we will take them as read. Until within a few days of the closing of the account we had hoped to show a very much better result for 1905, but unfortunately by the occurrence of a serious fire in Ceylon, the aspect of the account was completely changed and the amount available for distribution amongst shareholders was reduced. You will have observed that the total under the head of Japanese Government deposit stand in the balance sheet at \$111,200 against \$122,474.59 in the previous year. It was recommended by the auditors that these funds should be written down to their realisable value at par of exchange, and this has been done, the difference being debited to exchange account. I am able to report that our surveys are perfectly satisfied that all mortgages show ample margin against the same advanced. As regards the 1905 account, the balance shown at credit is the largest in the history of the Company, and if only outstanding risks continue to run off with no more than an average of losses, we should have a satisfactory account to present to you twelve months hence. There is nothing further, it occurs to me, to add with reference to the accounts, but I shall be happy to reply to any questions appertaining to same which any shareholder may wish to ask.

No questions were asked, and the CHAIRMAN proposed that the report and accounts as presented be adopted and passed.

Captain CLARKE seconded, and the proposition was agreed to unanimously.

The CHAIRMAN moved, and Mr. LEITCH seconded, that Sir Paul Chater and Messrs. White, Maitland and Raymond be re-elected to serve on the consulting committee. Carried.

Messrs. W. H. Potts and T. Arnold were re-elected auditors, on the motion of the CHAIRMAN, seconded by Mr. MOSES.

The CHAIRMAN said: That is all the business, gentlemen. Dividend warrants will be ready at ten o'clock to-morrow. I thank you for your attendance.

Mr. WICKHAM—Before we part I should like to propose a vote of thanks to the general managers and the staff for the way in which they have carried on the business of the company not only for this but in previous years. I understand the secretary is shortly leaving us for home, and I am sure I am only voicing the good wishes of the shareholders in proposing a vote of thanks to him for his able services during the years he has been connected with the Company, and wishing him a happy and prosperous time in his retirement (applause).

The CHAIRMAN—I am glad to have the opportunity of endorsing the appreciative remarks which have fallen from Mr. Wickham as regards the services of Mr. Vitch, who we regret is leaving us after a very long connection with the Company.

Mr. VITCH—Gentlemen, I am very much obliged for the kind words spoken in appreciation of my services. You have my best wishes, and I trust the Company will have many many years of prosperity.

GREEN ISLAND CEMENT CO.

An extraordinary general meeting of this Company was held at the office in St. George's Building yesterday morning. The Hon. Mr. R. Sheehan occupied the chair, and there were present—Messrs. A. Babinoton, A. G. Somerville, T. Hough, P. C. Potts, E. J. Moses, Captain Clarke, G. Murray Bain, with the secretary, Mr. R. Henderson.

The special business was to pass the special resolution which was read by the Secretary as follows:—

"That the capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 new shares of \$10 each fully paid up to be offered at par and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's register of shareholders on the first day of July, 1906, in the proportion of one new share for every three old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares to be paid on the 31st day of July, 1906, and that failing such allotment as aforesaid the said new shares be disposed of by the general managers in accordance with the Company's articles of association."

The CHAIRMAN—I propose that.

Mr. HUGHES—I second it. Comment is absolutely unnecessary.

The motion was agreed to.

The CHAIRMAN—The next meeting for the confirmation of the resolution will be held on 24th March. We have to keep an interval of fourteen days by law.

This is the business.

M. A. K. DE, representing the well-known Calcutta firm of "Locksley, Dutt & Co., whose chutnies, Indian pickles, sauces, pickles, jellies and condiments are widely and favourably known, especially by Anglo-Indians, is now in Hongkong and has sent us a sample box of the firm's manufactures. Their excellence is sufficiently attested by a fact that no fewer than thirteen gold and silver medals have been awarded to the firm. As you already know, the firm's goods are obtainable on the principal local stores and they need to be better known beyond India to ensure a larger demand.

REVIEWS.

Who's Who for 1906 is bigger and more valuable than its predecessors. Now and interesting additions are made this year to many of the biographies and a number of other details have been introduced which increase the usefulness of the book. Its accuracy is maintained, and the best testimonial to the production is the fact that it has become almost indispensable. The publishers, Messrs. A. and C. Black, of Soho Square, London, are to be congratulated on their work.

The *Daily Mail Year Book* makes its sixth appearance. It is described as "a handbook to all the questions of the day for 1906." Useful information is given on a variety of topics, and as a book of reference will doubtless be found acceptable to a large number of those interested in home and foreign politics.

The claim that *Whitaker's Almanack* is "the best, the most complete, the cheapest, and the most useful" Almanack in existence is undoubtedly a bold one, but a perusal of the issue for 1906 certainly tends to give some support to the statement. A vast amount of information is given in a very concise form, and the volume has the merit of being carefully revised.

The February number of the *Nautical Magazine* has come to hand. It has much to interest officers of the mercantile service, R. N. Reserve and yachtsmen, both of a technical and discursive nature. Amongst its more serious articles are "Steamers and the Fiscal Policy," "Shipping in Macao," "The Premium 'Apprentice Indentures,'" while in lighter and attractive vein are such contributions as "Launching Ceremony and Customs," "The Story of the Flag," and "Sea Terms in Common Use," besides personal notes and other items of interest to all afloat. The publishers are Messrs. James Brown and Son, Pollockshields, Glasgow.

The *Cosmopolitan* this fair to realise the expectations which were formed when its unorthodox and original pages were first placed under our eyes. The sixth number preserves the same bright and keen characteristics of the earlier issues and at the same time introduces articles which will cause reflection in commercial circles, such for instance as that on "Public Companies." The illustrations are still an attractive feature of the publication, the snapshots and sketches being decidedly good. Hongkong people will read with interest "Letters from America." The writer, in gossip style, talks about her pleasant time here, and reproduces some good snapshots, one of which, however, seems to require explanation. She would have us believe that she took a photo from a Fong's studio, but as it includes a view of the front of the premises, the inference is that the photographer must have been on the other side of the road. It is perhaps negligent to call a lady in question, but when the fair writer exposes herself to suspicion she has only herself to blame. Under the title of "Towards the Centre of the Earth," a trip to Chingwangtao is described, the snapshots introduced having a portrait of Major Nathan (brother of H.E. the Governor).

ENCOURAGING COMMERCE IN THE PHILIPPINES.

Since the civil government took the place of the military regime four and a half years ago, the Manila *Island* says, it has been the intention of that government, representing the American people, to foster the trade of the Islands and develop Philippine production. Much has been planned and written and said, and a few things have been done, but so far "Faith, Hope and Charity" have been our only receipts.

In order to get definite results, we need to take definite measures, and actually do something besides talk. So long as Government officials indulge in dreams of future greatness rather than foster the trade that now exists we will have hard times.

What we mean is this. The present tariff regulations are probably fairly satisfactory. At least the officials in charge of their administration can not make or change the law in the case. They do however, in some cases, have a considerable leeway in interpretation, and frequently the personal disposition of the official determines the rate imposed.

In many cases it is not highly important which way an article is classified. The luxuries and recreations of life may be charged at a little higher rate without serious injury. It is the custom of all civilized countries to place a large internal revenue upon liquor and tobacco, and the tariff on imports of these commodities is high. It may be convenient but it does not cripple the country, if the rate on clothing and some food stuffs is increased.

The development of production in the Islands is the beginning of prosperity and progress. If we can not get new ways of ploughing and threshing and shipping and marketing all the bananas and pineapples and wine in the next century will not rescue the archipelago from bankruptcy.

Agricultural machinery of all sorts should be admitted free of all duty. This means an act of congress and our hopes are not high for immediate relief. There is, however, room for a certain discretion in the classification of such machinery, and the importers ought to have the benefit of every doubt. There is little use of learned talk so long as the men in charge of this thing continue to fix the rate at the highest possible notch and then insist on the case being referred to a court of arbitration. Meantime, the importers' good money is tied up without interest, and he has no redress.

To an importer who has sold a lot of machinery expecting to get it through at 15 per cent, it makes a difference if, by some juggling of the rules, the rate is increased to 25 per cent. after the goods arrive in port. This is "no importa" to the official; the world over it is recognized that duties on machinery are the narrowest and most technical sort of men to be found.

The situation is serious, and demands immediate relief. If there is authority anywhere to compel a more liberal construction of the regulations, it should be invoked and relief afforded. If we are going to develop the Islands, we had better begin with some of the big fundamental links in the system, and let the lesser matters stand over for a time if need be.

SHIPPING NOTES.

A shipping strike occurred last month at Trieste and extended to Fiume, where seven thousand men were idle and the ships closed. The strike at Fiume, however, was of brief duration, being promptly settled by employers granting the men's demands.

As proof of the developments of the German shipbuilding industry it is pointed out that while the present German fleet of 10,000,000 tons, of which 80 per cent. were built at German shipyards, the aggregate power of the company's fleet amounts to 5,518,425 horse power, of which 83 per cent. have been rated from the engineships of German shipyards.

While the Russian steamer *Jupiter*, which arrived from Odessa, was being loaded at Rangoon, a collision occurred between her and the German mail steamer *Bayern*, which was lying at anchor. The *Jupiter* was being taken into her berth when the *Bayern* by Pilot Storey, when she did not go astern at a critical moment though the pilot gave the order to put the engines astern. The *Jupiter* swung against the mail steamer and her port anchor tore away the starboard anchor and ten feet of the hull was torn away. The *Bayern* was seriously damaged and the *Jupiter* was eventually safely berthed. The *Jupiter*, which is bound for Vladivostok with a general cargo, only called at Singapore for provisions and 500 tons of coal. It will be remembered she was one of the vessels which accompanied the ill-fated Baltic armada.

Last week, says the *Japan Chronicle* of the 27th ult., the western department of the Japan Steamship Owners' Association held meetings in Osaka and considered a proposal to incorporate themselves into one company. The proposal was unanimously supported, and the members present represented about 20,000 tons. This will total 130,000 tons when the steamers owned by the members of the eastern department of the Association are added. A committee has been appointed to attend to the flotation of the company, the whole of the Association having agreed to the incorporation. It is stated that some of the owners are not in a position to be content with receiving shares in the new company. They are in want of cash, and how money will be raised for such requirements will be determined afterwards—whether by foreign loan or by preferential shares.

The Nippon Yusen Kaisha, which has decided to entrust its business to the management of the Nippon Yusen Kaisha, and steps are now being taken to that end. The company was promoted a few years ago, with a capital of ¥1,000,000, to run steamers on the Yangtze, an annual subsidy equal to 6 per cent. of the amount of the paid-up capital being guaranteed by the Government up to September 1st, 1907. The business of the company has been pushed forward according to the original plan, but as it is used with business at the commencement, the returns of the company are still small, and the subsidy granted by the Government is also small, as not more than ¥600,000 of the capital is paid-up. The company has, therefore, been involved in a somewhat trying position. Another steamer ordered by the company is expected to be completed shortly, which will still further increase the expenditure, without immediately giving a corresponding additional revenue. The company has now decided to entrust its business to the Nippon Yusen Kaisha, receiving a certain fixed amount to maintain a dividend of 6 per cent. per annum, thus preventing shareholders from losing their money.

The Acting British Consul at Manila, we learn from one of our contemporaries in that city, has taken steps to reduce despatches from British vessels arriving at Manila, and in a circular letter issued to local stevedoring firms and shippers, attention is called to an act passed by the Philippine commission providing for the arrest of deserters from foreign vessels in the Islands. It is urged that masters of all British vessels due to arrive at Manila be informed that it is their duty to notify the office of the British Consul of any desertions at the port in order that an application for arrest may be issued. Vessel masters should give particulars of any such deserters' appearance, specifying his age, nationality, height, and appearance, and forward the official log book with entry of such desertion. It is further stated that should any vessel flying British colours leave this port without the master making an application for the arrest of any men that may be missing before her departure, he will be reported to the Board of Trade.

The Berlin newspapers publish a telegram from Hamburg stating that the Peninsular and Oriental Steam Navigation Company will institute a fortnightly service, to begin in February, between Hamburg and India, at considerably reduced rates. This is regarded by the press as the first move in a rate war between the P. and O. and the Hansa Line.

One of the directors of the P. and O. is stated to have been in Hamburg lately making the usual arrangements for the new service, which is intended to drive the Hansa Line off the Antwerp-India route. German shipping circles are most keenly interested in the fact, as the Hamburg-America and Norddeutscher Lloyd lines both have a pooling arrangement in connection with the Hansa Line. They have, therefore, a strong interest in preventing its defeat at the hands of the P. and O. on the Indian service. There are also a number of tramp steamers in the German India line which will, it is feared, be compelled by the rate-cutting which the struggle will bring about to ply between other ports, where their presence might mean serious competition with the great German shipping companies. It is thought that there is little likelihood of co-operation among Hamburg trading firms in expelling the P. and O., as they naturally export to India by the cheapest route, and have also nothing to lose and everything to gain by a reduction in the East Indian rates.

A contemporary states that in consequence of the Anglo-Japanese Alliance Great Britain has decided to ascertain the time necessary to send troops from home to the Queen Charlotte Islands (British Columbia). For the test the Canadian Pacific Railway will be called upon to transport 10,000 marines and sailors with their equipment from England to Vancouver, and thence to Queen Charlotte Islands. The experiment, which involves chartering vessels and running 20 trains across the continent, will take place about March. The Admiralty is keeping the details secret.

THE SEYCHELLES.

Mr. J. Stanley Gardiner contributes to a scientific contemporary some interesting notes on that group of islands in the Indian Ocean known as the Seychelles. The double coconut, or "coco de mer," was long known as a waif of the sea before its home was found to be in the Seychelles Archipelago. It was thought to be the fruit of a submarine plant, and for some curious reason was selected an antidote to poison, commanding a high price as such. It was frequently cut up on the Malabar Islands and other coasts, and it is a remarkable fact that, although thus freely carried about by the waves, it has never succeeded in establishing itself on new lands.

The palm tree (*Lodoicea Seychellarum*) which bears the double coconut seems to be confined to one island of the group, namely, Praslin. Mr. Gardiner speaks of the tree as the finest of the species growing on the islands. An examination of some 300 of these double nuts showed that there were two forms of quite different structure growing on the same tree in about equal numbers. Such a state of things is probably unique.

Unlike other oceanic islands, which are probably without exception of either volcanic or coral origin, the Seychelles consist of masses of granite resting on a submarine bank and fringed with masses and reefs of coral. The fact that the islands consist of masses of solid granite resembling those of Madagascar rather than the coral islands of the Indian Ocean, has led to the idea that they are remnants of a submerged land mass. The evidence collected by Mr. Gardiner and his companion, however, points rather to elevation than subsidence. Thus masses of coral were found adorning the granite at heights of from 15 to 50 ft. above the low tide level. In other parts there is evidence of a more ancient elevation of 200 ft.

The deep canons cut by the mountain peaks in the granite hills point to a considerable antiquity for the land. On the whole, Mr. Gardiner is inclined to question the view of the former connection of these islands with any great land mass.

Another interesting fact brought out by the shore investigations is the importance of the growth of those curious sea-weeds known as millipores, in the formation of true coral reefs. Where these do not occur, though there may be luxuriant coral growth, no true reefs are found. In some parts there is a mass of coral over the granite.

Together with the Maldives Islands, the Chagos Archipelago, and the Sunda de Malin Islands, the Seychelles form a sort of connecting link between Madagascar and India. It is thought by many that these islands and unken banks indicate a former land connection between Africa and India. This suggestion is strengthened by the distribution of that peculiar family of monkeys, the Lemurs, which, having their headquarters in Madagascar, are found also in India and Africa. The supposed ancient Indo-African continent is for this reason sometimes spoken of as Lemuria.

Again, it has been thought by some students of bird migration that the lines of flight followed by many species in passing between their summer and winter quarters lie along ancient land connections. And evidence of this sort is not wanting for the land bridge between Madagascar and India. The orange-legged hobby (*Falco amurensis*) breeds in Siberia, Mongolia, and North China, and spends the winter in India and South-East Africa. These birds reach Africa as supposed to go by the Maldives Islands, the Chagos Archipelago, and the Sunda de Malin Banks in other words, by the line of elevation in the ocean which the Seychelles form a part. The same sort of the bird are supposed to have come over by the old land connection, and as this was gradually submerged their descendants continued to follow the same line.

THE DEVELOPMENT OF MANCHURIA.

A JAPANESE INVESTIGATION COMMISSION. The Japanese Government has organised, says the *Jiji*, what is called the Manchuria Investigation Commission. General Kodama is at the head of the Commission, the other members consisting of the Vice-Ministers and bureau chiefs of various departments. The Commission has already held two meetings at which ways and means for the proposed investigations in Manchuria were discussed, but it will be some time before the plans of the Commission will be actually carried out. Apart from the Government work, it is important for those who are interested in Manchuria that all inquiries as to the natural resources, etc., of the country should be undertaken with as little delay as possible. That Manchuria abounds in natural wealth is generally admitted. Commencing with the regions watered by the Sunghari, known as the granary of Manchuria, the extent of fertile land adapted for agriculture is said to comprise half the entire province, and of this only 20 per cent. is now planted with rice. The mineral deposits include coal, gold, silver, iron, lead, etc., while ironstone industries are expected to be developed in timber-felling and cattle-raising. So far, however, investigation in these matters has been rather limited, and of a somewhat superficial character; such as are manifestly inadequate for the promotion of commercial enterprise. For this reason, the exploration of Manchuria by experts should be carried out at the earliest possible moment.

Now that the whole of Manchuria has been thrown open to foreigners, and no fewer than sixteen cities and towns have been opened to trade, there is no doubt, continues the *Jiji*, that people of all nationalities will gradually be attracted to Manchuria. It would be a great pity if the Japanese were to neglect to turn to good account that which they have obtained as the result of so costly a war, while benefitting other people. It is, however, essential that credit and confidence should be secured for the opening of any enterprise, and for this purpose it is desirable that an expedition, consisting of practical men, should be organised. The exploration of Manchuria, when accomplished, would not only provide commercial men with valuable data, but the researches are likely to prove of much value to science. The country, 300,000 square miles in extent, comparatively undeveloped by the hand of man for many centuries, is indeed full of tremendous possibilities, both from an industrial and scientific point of view. The cost of the expedition should be subscribed for by merchants, manufacturers, and other wealthy people. Since the undertaking is for public benefit, concludes the *Jiji*, the Government should also contribute to the fund, and official experts may be included in the expedition with advantage. —*Japan Chronicle*.

There is nothing more satisfactory and altogether delightful than a restful woman. She is like a soothing balm, yet, at the same time, an invigorating tonic to a tired-out, nervous community. Her company is sought after, her advice is followed, her judgment revered; because, as a matter of fact, the repose is not a mere absence of restlessness and mannerism, but is founded upon a solid foundation of characteristics which entitle her to the respect she is given.

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[35]

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" 24 BOTTLES \$34.00

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[35]

FRENCH OPINION ON THE NAVAL WAR IN THE FAR EAST.

The Naval correspondent of the *Daily Graphic* writes:—Though, so far as the writer is aware, the British Navy has as yet produced no work dealing with the naval struggle in the Far East, both in France and in Germany treatises on that conflict by naval officers are making their appearance, with indications of the interest felt by foreign Navies in naval history. One of the best of these books is Captain Daveluy's "L'Etat pour l'Empire de la Mer," which is at once sane and well-informed. The French author criticises Admiral Rozhdestvensky most severely. First and foremost, Captain Daveluy asks why he did not attempt, with his fast cruisers, to ascertain the enemy's whereabouts before entering the Korean Straits. Secondly, he wants to know why the Russian Admiral adopted such an incomprehensible formation when about to meet the Japanese Fleet; why he permitted the weak and small Japanese cruisers to steam about his fleet some hours before the battle began. Fourthly, the French officer wants to know how it was that the Russian Admiral did not drop his convoy, giving it a rendezvous, when the Japanese appeared upon the scene. During the battle, he continues, "the conduct of the Russian was utterly incomprehensible. They adopted an exclusively passive attitude, and never abandoned that attitude. The summit of their ambition seemed to be to escape from a disgraceful position."

Continuing, he shows that Admiral Rozhdestvensky faithfully reproduced and repeated all the voluminous errors of the Port Arthur Fleet. "Notwithstanding the teaching of experience," he displayed the same absence of all effort to ascertain the enemy's position, the same inertia, the same wish to avoid fighting and to steam past the enemy; while his cruisers manoeuvred in the same fashion as those of the Port Arthur Fleet, running away at nightfall, and his torpedo craft manifested the same utter ignorance of their proper function." He points out that of a single act of energy or initiative on the part of the Russian captain is recorded, and reaches the conclusion that the Russian Navy failed because its whole training is wrong, because it had been taught to accept family principles, which applied in war, led inevitably to disaster. On the Japanese side the French captain notes that it had wasted its ammunition in long-range firing on August 14th at Tsushima it showed to short range and fired slowly. On August 15th it failed to pursue. At Tsushima it pursued with an energy which has never been paralleled. It was strongly recommended this excellent book to the notice of British officers.

THE WITHDRAWAL OF TROOPS FROM MANCHURIA.

The withdrawal of the Japanese Army from Manchuria is going on apace. A veteran correspondent observes that headquarters of all army corps have already returned, and the last of the headquarters of army divisions is expected to leave Tain-ni by the middle of April. The prompt action of the Japanese army in the withdrawal has fully demonstrated the perfect order and discipline prevailing. On the other hand, the movement of the Russian army is very slow. So far no more than four army corps have left Manchuria, and even then they have only quitted the soil of Manchuria. More than half these forces are still remaining in the seaboard districts of Siberia. A large proportion of the total force of the Russian army in Manchuria will remain there after the completion of the withdrawal by the Japanese. The delay in the movements of the Russian troops may be due to the weather and the disturbances in Russia, but there is reason to believe, says a Japanese contemporary, that Russia is delaying the withdrawal pending the Russo-Chinese negotiations over the Manchurian question. —*Japan Chronicle*.

LATEST STEAMER MOVEMENTS.

The P.M. str. *Mongolia* sailed from Shanghai on the 6th inst., at 5 p.m., and may be expected to arrive here to-day, about 5 p.m.
The Ind. China str. *Kamsong*, from Calcutta and the Straits, left Singapore for this port on the 6th inst., at noon.
The Australian live str. *Nikko Maru* left Kota via Moji and Nagasaki for this port on the 6th inst., and is expected to arrive here on the 13th inst.
The East Asiatic str. *Morge*, from Singapore, is due here on or about the 16th March.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 7th at 11.5 a.m.—The barometer has risen slightly in S. China.
The anticyclone covering China, is probably central over the Yangtze.
Gradients are easier along the coast, but continue steep over the China Sea.
Strong monsoon is indicated in the Formosa Channel, and heavy monsoon over the China Sea.
Forecast:—Moderate N.E. winds; fine.

FACE COVERED WITH HUMOUR

Scalp One Mass of Sores, Hair and Eye-Brows Fell Out—Agony for Eight Long Years—Doctors Were Unable to Cure Her.

SPEEDILY CURED BY CUTICURA

"I had suffered terrible agony and pain for eight long years from a terrible disease of the scalp and face. The best doctors were unable to help me, and I had spent a lot of money for many remedies without receiving any benefit. My scalp was covered with sores, my face was like a piece of raw beef, my eyebrows and eyelashes were falling out, and sometimes I felt as if I was burning up from the terrible itching and pain. I then began treating myself at home, and now my head and face are clear and I am entirely well. I first bathed my face with Cuticura Soap, then applied Cuticura Ointment to the affected parts, and took Cuticura Resolvent Pills to clear and cleanse the blood. A single act is often sufficient to cure the most torturing, disgusting skin, scalp, and blood humors, with loss of hair, of infancy or age, when doctors, medicine, and all else fails."

AGONIZING ECZEMA And Itching, Burning Eruptions with Loss of Hair, Cured by Cuticura.

Bathe the affected parts with hot water and Cuticura Soap, to cleanse the surface of crusts and scales, and soften the thickened cuticle; cure without hard rubbing, and apply Cuticura Ointment freely, to allay itching, irritation, and inflammation, and soothe and heal; and, lastly, take Cuticura Resolvent Pills to cool and cleanse the blood. A single act is often sufficient to cure the most torturing, disgusting skin, scalp, and blood humors, with loss of hair, of infancy or age, when doctors, medicine, and all else fails.

Cuticura Soap, Ointment, and Pills are sold throughout the world. Depot: London, 21, Chancery Lane, E.C. 4. Sole U.S. Agents: J. C. Ayer & Co., Lowell, Mass. U.S. Patent Office, "All About the Skin, Scalp, and Hair."

53-17

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Careful inspection of all work. SIX FOREIGN TEACHERS. TWO CHINESE TEACHERS. Opening from 1st March, 1906. For further information call or write THE HEAD MASTER, Chinese Young Men's Christian Association, 26, Des Voeux Road, Central, Hongkong. Hongkong, 15th February, 1906. [416]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Below.

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J. W. KEW, Manager, Hotel Mansions, 3rd Floor, Hongkong, 8th August, 1905. 2807

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CH. VBER for 10 CARTRIDGE FIRING 10 SHOTS IN 2 SECONDS. SIEMSEN & CO. Hongkong, 3rd October, 1905. 45

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters TIME MANAGER.

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(From June, 1906).

NO. 2 ANTRIM VILLAS, Des Vaux Road, Kowloon. A Five-Roomed House. Apply to—**HUGHES & HUGH**, 8, Des Vaux Road, Hongkong, 8th March, 1906. 582

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$25 per Share for the year ending 31st December, 1904, declared at the Ordinary Annual Meeting, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, and Hongkong Shareholders are requested to apply for Dividend WARRANTS at the Company's Office, KING'S BUILDINGS, Connaught Road, after 10 A.M., To-morrow.

JARDINE, MATHESON & CO., General Managers. Hongkong, 7th March, 1906. 583

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING of Shareholders will be held at the CITY HALL, on MONDAY, the 12th March, at 12.15 p.m., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 12th March, both days inclusive.

EDWARD OSBORNE, Secretary. Hongkong, 24th February, 1906. 584

GREEN ISLAND CEMENT CO., LTD.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Office of the Company, ST. GEORGE'S BUILDING, Chater Road, Victoria, Hongkong, on SATURDAY, the 24th day of March, 1906, at 11.30 o'clock A.M., when the subjoined Resolutions, which were passed at the Extraordinary General Meeting held on 7th March 1906, will be submitted for confirmation.

RESOLUTION.
That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 500,000 NEW SHARES of \$10 Each fully paid up to be offered at par and if accepted to be allotted to the persons constituting the Shareholders of the Company according to the Company's register of Shareholders on the First day of July, 1906, in the proportion of One New Share for every three Old Shares in the Company held by the respective Shareholders thereof, the amount payable on each of such New Shares to be paid on the 31st day of July, 1906, and that failing such allotment as aforesaid the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

SHEWAN TOMES & CO., General Managers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship "HAINUN" will be despatched for the above Port To-morrow, the 9th inst., at 11 A.M.

For Freight or Passage, apply to **DOUGLAS LAPELLE & CO.**, General Managers. Hongkong, 8th March, 1906. 586



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADELPHI PORTS).

THE Company's Steamship "PERSIA" will be despatched as above on MONDAY, the 2nd April, P.M.

This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to **SANDER, WIELER & CO.**, Agents, Prince's Buildings. Hongkong, 8th March, 1906. 587

INTIMATIONS

JUST OUT.

ARROWSMITH'S BRISTOL LIBRARY. THE VAMPIRE NEMESIS And other weird stories of the China Coast. By "DOLLY" (author of "China Coasters," etc.).

PRACTISED NOVEL READERS in want of a reliable, allow the Baron to recommend you "THE VAMPIRE NEMESIS," which will hold you enthralled for just about an hour before going to bed.—London Punch. Of Messrs. KELLY & WALSH, and J.C. LOGAN & Co., and Bookstalls. Price \$1.

Hongkong, 7th March, 1906. 574

TO THE INHABITANTS OF THE COLONY OF HONGKONG.

FREE VACCINATION.

TAKE NOTICE that VACCINATION is performed Free of Charge at the GOVERNMENT CIVIL HOSPITAL, TUNG WAH HOSPITAL, ALICE MEMORIAL HOSPITAL and NETHERSOLE HOSPITAL, on the days and at the times specified below, and that you are strongly advised to avail yourselves of this privilege and attend at one of these places with your children to be vaccinated in order to protect yourselves from Small Pox.

G. A. WOODCOCK, Secretary, Sanitary Board.

GOVERNMENT CIVIL HOSPITAL: Every day except SUNDAY from 2 to 4 P.M.
TUNG WAH HOSPITAL: On the 1st day of the month (Chinese reckoning) and every alternate day subsequently, at 10 A.M.
ALICE MEMORIAL HOSPITAL: On Mondays and Thursdays, at 12 Noon.
NETHERSOLE HOSPITAL: On Wednesdays and Saturdays, at 11 A.M.
Hongkong, 27th February, 1906. 575

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:

On FRIDAY, 2nd March—From Kowloon (in conjunction with practice from Stonecutters) in a Westerly direction, at ranges up to 14,000 yards, commencing at 10 A.M., and finishing at 12 Noon.
On FRIDAY, 3rd March—From Lyman on to land surrounding Junk Bay, at ranges up to 5,000 yards, commencing at 10 A.M., and finishing at 1 P.M.

On MONDAY, 12th March—From Box Vies on to Mount Collinson and Tiam Bay at ranges up to 8,000 yards, commencing at 10 A.M., and finishing at 1 P.M.

If the weather is unfavourable on either of the above dates, practice will take place on the following day.

All Ships, Junks and other vessels are to keep clear of the range.

* Both practices will be concluded on first day if possible.

L. BARNES-LAWRENCE, Capt. R.N., Harbour Master, &c. Hongkong, 12th February, 1906. 581

MAGISTRACY.

IT IS HEREBY NOTIFIED that a Meeting of the Hon. the Magistrate and JUSTICES OF THE PEACE for the Colony will be held at the Magistracy, at 2.15 p.m. on MONDAY, the 12th March, 1906, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898, viz.: To permit one JOSEPH HENRY NEW BOLD to remove the business now carried on by him under an Adjunct Licence on premises numbered 51, Des Vaux Road Central, under the sign of "THE OWL GRILL ROOM" to premises numbered 39, Des Vaux Road Central.

F. A. HAZELAND, Police Magistrate. Hongkong, 27th February, 1906. 582

COAL DEPARTMENT

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The Head and Branch Offices and the Agencies of the Company will receive any order for Coal produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity. Hongkong, 15th February, 1906. 1108

AUCTIONS

(By Order of the Mortgagee).

PUBLIC AUCTION.

MESSRS. HUGHES & HUGH have received instructions to sell by Public Auction,

On MONDAY, the 12th March, 1906, at 3 o'clock in the afternoon, at their SALES ROOMS, in Ice House Street,

IN ONE LOT THE VALUABLE LEASEHOLD PROPERTIES, registered in the Land Office as

INLAND LOT No. 578 and FARM LOT No. 65.

These properties comprise No. 4, SEYMOUR ROAD and a house now in course of erection known as "GLENESKIN." The total area of the above Lots is 103,450 square feet. The total Crown Rent is \$38.

Particulars and Conditions of Sale may be obtained from the undersigned.

HUGHES & HUGH, Auctioneers. Hongkong, 1st March, 1906. 528

(By Order of the Mortgagee).

PARTICULARS AND CONDITIONS OF SALE OF VALUABLE LEASEHOLD PROPERTY, known as "THE METROPOLIS HOTEL," to be sold by

PUBLIC AUCTION, On THURSDAY, the 15th day of March, 1906, at 3 P.M., at his SALE ROOM, by Mr. G. P. LAMBERT, Auctioneer.

BEING all that piece or parcel of ground situate at Shaukiwan Road, Victoria, Hongkong, containing an Area of 207,900 square feet and known and registered in the Land Office as Inland Lot No. 1705. The said premises are held for the term of 999 years granted by a Crown Lease dated the 1st day of February, 1904, Subject to the payment of the Annual Crown Rent of \$475 and to the performance of the Lease's covenants in the said Crown Lease reserved and contained. For further particulars and conditions of sale apply to

F. X. D'ALMADA & CASTRO, Vendor's Solicitor, or to

Mr. G. P. LAMBERT, Auctioneer. Hongkong, 1st March, 1906. 529

ENTERTAINMENTS

NOTICE.

UNDER the distinguished Patronage of His Excellency SIR MATTHEW NATHAN, K.C.M.G., Governor of Hongkong.

A CONCERT

will be given in the THEATRE ROYAL, CITY HALL, on SATURDAY, the 10th March, at 9 P.M., in aid of the UNION CHURCH NEW ORGAN FUND, by the following artists:

Mrs. D. E. BROWN, Mrs. GODDON, Miss HUMPHREYS, Mrs. KRAUSE, Mr. CHALMERS, Mr. GONZALES, Mr. JOEL, Mr. KOENIG, Mr. LECHE, Mr. STEWART and Mr. GRIMBLE.

Also, by kind permission of ADMIRAL BEVELING, the Band of the Flagship S.M.S. "FURST BISMARCK," under Bandmaster KARL JESSEN will play Four Selections.

Tickets, \$2.00 each, may be had at Messrs. LANE, CRAWFORD & Co. (Music Dept.) and WM. POWELL, LTD.; also, of Members of the Ladies' Committee of the Church, or the Undersigned.

A. MACKENZIE, Hon. Secretary. Hongkong, 2nd March, 1906. 541

SPAMPANI'S EUROPEAN CIRCUS.

TO-NIGHT! TO-NIGHT!

AT 9 P.M.

THE CIRCUS IS LOCATED AT CAUSEWAY BAY.

SPECIAL CARS RUNNING.

SATURDAY, THE 10th MARCH, GRAND MATINEE

AT 3.30 P.M.

Children Admitted at Half-Price. Plan at the ROBINSON PIANO Co.

E. SPAMPANI, Proprietor and Director. Hongkong, 7th March, 1906. 550

NOTICES OF FIRMS

NOTICE.

HAVING OPENED a BRANCH of our business at 11 and 12, Stephen Road, Shanghai, we have appointed Mr. EMIL FISCHER Manager, who will sign the Firm per pro.

MACLEWEN, FRICKEL & CO. Hongkong, 5th March, 1906. 559

NOTICE.

MR. RICHARD HANCOCK is authorised to Sign the name of our Firm per Proclamation.

SHEWAN, TOMES & Co. Hongkong, 26th February, 1906. 502

NOTICE.

THE WING SUN & Co. of No. 54, Queen's Road Central, Hongkong, Tailors and Outfitters, and PUN HUI TUNG alias PUN MAN, recently of the same address, hereby give NOTICE that the said PUN HUI TUNG has this day ceased to be a PARTNER in the WING SUN COMPANY and has no longer any connection whatever with the said Firm.

Dated this 1st day of March, 1906.

WING SUN & CO. PUN HUI TUNG. 54

RUINART PERE & FILS, REIMS. Established 1719. CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal). LAUTE, WEGENER & Co., Sole Agents. Hongkong, 17th May, 1905. 122

PUBLIC COMPANIES

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-SEVENTH ORDINARY MEETING of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, THIS DAY (THURSDAY), 8th March, 1906, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd February to the 8th instant, both days inclusive.

By Order, **C. PEMBERTON**, Acting Secretary. Hongkong, 8th March, 1906. 399

GEORGE FENWICK & CO., LTD.

THE SEVENTEENTH ORDINARY GENERAL MEETING of Shareholders will be held in the HONGKONG HOTEL, on SATURDAY, the 10th day of March, 1906, at 11.30 A.M., for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th until 10th March, both days inclusive.

By Order of the Board of Directors, **W. G. WINTERBURN**, General Manager. Hongkong, 3rd March, 1906. 548

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 10th day of March, 1906, at 12 o'clock Noon, when the Resolutions set out below, which were passed at the Extraordinary General Meeting of the Company held on the Sixteenth day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board, **JAMES WHITTALL**, Secretary. Hongkong, 17th February, 1906. 549

(1) That the Articles of Association of the Company be altered in the following manner:

The following Article shall be substituted for Article 130, namely:—

130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December, in each and every year, which shall be duly audited and presented to the Shareholders at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company.

(2) That the Board, through its Secretary, shall make a Statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders on the 30th April, 1905, no further or other Statements of the Accounts of the Company for the year 1905 shall be called for by, or presented to, the Shareholders in respect of Article 130 as this day substituted.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the COMPANY'S OFFICE, ST. GEORGE'S BUILDING, No. 6, Connaught Road, Victoria, on WEDNESDAY, the 14th March, 1906, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.

SHEWAN, TOMES & Co., General Managers. Hongkong, 17th February, 1906. 511

THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING of Shareholders in the Company will be held in the COMPANY'S OFFICES, ST. GEORGE'S BUILDING, No. 6, Connaught Road, Victoria, on WEDNESDAY, 14th March, 1906, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.

SHEWAN, TOMES & Co., General Managers. Hongkong, 28th February, 1906. 512

PHILIPPINE COMPANY, LIMITED.

THE THIRD ORDINARY MEETING of Shareholders in the above Company will be held at the OFFICE of Messrs. HOLLIDAY, WISE & Co., No. 100, Calle Abnague, Manila, P.I., on THURSDAY, the 15th day of March, at 3.30 P.M., for the purpose of receiving a Statement of Accounts and Report of the Directors for the year ending 31st December, 1905.

HOLLIDAY, WISE & Co., Agents. Manila, 5th March, 1906. 573

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of the Shareholders of the Company will be held at the OFFICES of the General Agents on WEDNESDAY, the 21st March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 21st March, both days inclusive.

JARDINE, MATHESON & Co., General Agents. Hongkong, 28th February, 1906. 513

TO LET

TO LET.

NO. 1, DES VEAUX VILLAS, Peak. Nos. 5, 6 & 21, BELILIOS TERRACE. No. 2, DES VEAUX VILLAS, PEAK. No. 2, COLLEGE GARDENS. No. 4, ALBANY.

Nos. 6 & 7, DES VEAUX VILLAS, Peak. "EARN FOOT," 30, Robinson Road. Furnished for 6 months. With Electric Light and Fan.

"BROOKHURST," PEAK, from 1st March, 1906.

24, BELILIOS TERRACE, Corner House. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental.

2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory &c., with use of Electric Lift. Well suited for Offices.

Apply to—**LINSTEAD & DAVIS**, 3rd Floor, Alexandra Buildings, Hongkong, 7th February, 1906. 583

TO LET.

NO. 1, OBSERVATORY VILLAS, Kowloon, Fire-Resistant House; Tennis Court, Electric and Gas Lights. Possession on 1st March, 1906.

Apply to—**ARRATON V. ALGAR & Co.**, 45, Wyndham Street, Hongkong, 21st February, 1906. 462

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—**CHUNG SHUN KOO**, First Floor, No. 10, Queen's Road Central Hongkong, 19th July, 1905. 581

TO LET.

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.

Apply to—**WONG CHEE SANG**, Care of YEE SANG FAT & Co. Hongkong, 30th November, 1905. 107

TO LET.

NEW "KINGSCLERE" with Stables Entrance in both Kennedy and MacDonnell Roads.

For full particulars, apply to—**LINSTEAD & DAVIS**, Alexandra Buildings, 3rd Floor, Hongkong, 17th February, 1906. 82

SHIPPING.

ARRIVALS.
DAMIAN MARU, Japanese str., 900, H. Ohta, 7th March—Tientsin, Amoy and Swatow.
HAITAN, British str., 1,183, J. S. Roush, 7th March—Fouchow 4th Mar. Amoy 5th and Swatow 6th. General—Douglas Lapraik & Co.
HUNAN, British steamer, 7th March, from Canton.
KIURIANG, British str., 1,228, W. O. Jones, 6th March—Shanghai 3rd March, General—Butterfield & Swire.
MEIKONG, Chinese steamer, 7th March, from Canton.
PALEMBANG, Dutch str., 2,200, Dalmeyer, 6th March—Palembang and Swatow 5th Mar. Keresoon—Meyer & Co.
TIENSTIN, British str., 3,040, P. E. Andrews, R.N.R. 6th March, Kobe 24th February, General—P. & O. S. N. Co.
TIOCK, German gunboat, 200, V. Abelen, 7th March—Swatow 6th March.
WILHELM, German str., 3,012, Ph. Obenauer, 7th March, Kobe 24th Feb. General—Molchers & Co.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 7th March.
Arrivals: German str. for Hainan.
 8th March.
Departures: German str. for Swatow.
 9th March.
Arrivals: British str. for Shanghai.
 10th March.
Departures: British str. for Palembang.
 11th March.
Arrivals: British str. for Singapore.
 12th March.
Departures: German str. for Australia.

DEPARTURES.
 7th March.
HONGKONG, French str. for Haiphong.
 8th March.
CHANGSHA, British str. for Yokohama.
EMPEROR OF JAPAN, British str. for Vancouver.
GERA, German str. for Vladivostok.
HYABES, American str. for Tacoma.
KIURIANG, British str. for Canton.
KWANGTUNG, Chinese str. for Canton.
KWANGSUNG, British str. for Swatow.
LONGMOON, German str. for Shanghai.
MAD. KIKKENS, German str. for Bangkok.
SAMBA, German str. for Hamburg.
WINDSOR, British str. for Haiphong.

SHIPPING REPORTS.
 The British str. *Kiuriang* reports: From Shanghai to Amoy light to moderate northerly wind, fine weather and smooth sea; thence to port strong N.E. wind, moderate sea and clear weather.
 The British str. *Haitan* reports: Fouchow to Amoy light variable winds, smooth sea and fine weather. Amoy to Swatow moderate N.E. winds and misty weather. Swatow to Hongkong moderate variable winds and fine weather.

VESSELS PASSED ANKER.
 Feb. 15, German str. *Molochy*, Probu, Feb. 13, from Tientsin for Batavia.
 Feb. 16, British str. *Fortitudine*, McDonald, Feb. 14, from Singapore for Calcutta.
 Feb. 18, Norw. str. *Providence*, Cornelissen, Feb. 16, from Singapore for Christmas Island.
 Feb. 18, German str. *Chemnitz*, from East.
 Feb. 18, British str. *Cleopatra*, Scott, Feb. 18, from Batavia for Hongkong.
 Feb. 18, British str. *Higgins*, Davies, Feb. 18, from Batavia for Amsterdam.

VESSELS IN DOCK. March 7th.
ABANDON DOCKS.—Zaboo.
Kowloon Dock.—*Vigilant*, *Luangshan*, *Charles Darwin*, *Progeny*, *Tatiana*, *Seward*, *Woodchuck*, *Jeoffrey*, *Brumfield*, *Peterson*, *Tung-tao*, U.S.S. (Olt).
Cosmopolitan Dock.—*Australian*.

VESSELS ON THE BERTH.
DOUGLAS STEAMSHIP COMPANY.
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roush, will be despatched for the above ports TO-DAY, the 8th inst., at Noon.

For Freight or Passage apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, 5th February, 1906. [56]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"SEMINOLE,"

Tons 6,000, will be despatched for the above ports TO-DAY, the 8th March.

To be followed by the

"DAKOTA."

About 12th April.

For Freight, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 6th March, 1906. [56]

FOR VIADIVOSTOK.

THE Steamship

"DR. HANS JURG KLAER,"

Captain Larsson, will be despatched for the above ports TO-MORROW, 9th inst., at Noon.

The steamer has 1st Class accommodation for passengers.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 7th March, 1906. [57]

NORDEUTSCHER LOYD, BREMEN.

NOTICE.

STEAM FOR

KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to

TAWAU, LABAD DATU, LABUAN,

JOLO, ZAMBOANGA AND MENADO.

THE Company's Steamship

"BORNEO,"

Captain P. Semblil, will be ready to land on MONDAY, the 12th March, will leave on TUESDAY, the 13th March, at 9 A.M.

For Freight or Passage, apply to

NORDEUTSCHER LOYD,

MELCHERS & CO.,

Agents.

Hongkong, 6th March, 1906. [56]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"SEALDA,"

Captain J. Kilpatrick, will be despatched for the above ports TO-DAY, the 13th inst., at DAY-LIGHT.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 6th March, 1906. [56]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Black Pier.	3. From Black Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSELS NAMES	PLAC & RIN	DEPTH
LONDON, SC. VIA USUAL PORTS OF CALL.	DONGOLA	Brit. str.	—
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	—
LONDON & ANTWERP	BENVOLICH	Brit. str.	—
AMSTERDAM, LONDON & ANTWERP	ACILLES	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	TELEMACHUS	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	DIOMED	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	TENEA	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	KINTUCK	Brit. str.	1 m.
AMSTERDAM, LONDON & ANTWERP	CALIPHAN	Brit. str.	1 m.
MARSEILLES, &c. VIA PORTS OF CALL.	ORONIDE	Brit. str.	—
BREMEN, VIA PORTS OF CALL	ORONIDE	Brit. str.	—
HAMBURG	TESTONIA	Ger. str.	k.w.
HAMBURG	LIBERIA	Ger. str.	k.w.
HAMBURG & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.
HAMBURG & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	k.w.
HAMBURG & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k.w.
HAMBURG & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k.w.
HAMBURG & HAMBURG VIA STRAITS, &c.	C. FRED LAEISZ	Ger. str.	k.w.
TRIESTE, &c. VIA SINGAPORE, &c.	PERIA	Ger. str.	—
GENOA, MARSEILLES & LIVERPOOL	PELIUS	Brit. str.	1 m.
GENOA, MARSEILLES & LIVERPOOL	MACDON	Brit. str.	1 m.
GENOA, MARSEILLES & LIVERPOOL	HECTOR	Brit. str.	1 m.
NEW YORK VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.	—
NEW YORK	VERONA	Ger. str.	—
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	ATHENIAN	Brit. str.	1 m.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	KEEMUN	Brit. str.	1 m.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	LYLA	Am. str.	—
SEATTLE VIA SHANGHAI & JAPAN	MINNESOTA	Am. str.	—
PORTLAND, OREGON VIA SHANGHAI, &c.	ARAGONIA	Ger. str.	—
SAN FRANCISCO VIA PORTS	ARAGONIA	Ger. str.	—
CALLAO (PERU)	SENEGAMBIA	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—
VLADIVOSTOK	DR. H. JURG KLAER	Ger. str.	k.w.
YOKOHAMA & KOBE	PRINZ WALDEMAR	Ger. str.	—
YOKOHAMA VIA SHANGHAI, MOI & KOBE	POONA	Brit. str.	—
MOI & KOBE	MARAGON	Brit. str.	—
KOBE	SEALDA	Brit. str.	—
KOBE	CHINGTUNG	Brit. str.	1 m.
JAPAN VIA SHANGHAI	DIEMAS	Brit. str.	—
NEWCHANG	HOMAY	Brit. str.	—
SHANGHAI VIA SWATOW, AMOY & FOCHOW	ANPING MARU	Jap. str.	—
SHANGHAI	OKANA	Brit. str.	—
SHANGHAI	KIUKIANG	Brit. str.	1 m.
SHANGHAI	CHOTSANG	Brit. str.	—
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	—
TAMSUI VIA SWATOW & AMOY	DAIJIU MARU	Jap. str.	—
SWATOW, AMOY & FOCHOW	HAITAN	Brit. str.	2 h.
SWATOW	HAIMUN	Brit. str.	—
MANILA	LONGMOON	Brit. str.	—
MANILA VIA AMOY	ZARAGOZA	Brit. str.	—
MANILA	TEAN	Brit. str.	1 m.
AMOY, MANILA & ILOILO	RUBI	Brit. str.	—
KUDAT & SANDAKAN	SUNGKANG	Brit. str.	1 m.
SINGAPORE & BOMBAY	BORNEO	Ger. str.	—
SINGAPORE, PENANG & CALCUTTA	TIENSTIN	Brit. str.	—
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—
BOMBAY VIA SINGAPORE & PENANG	LIGHTNING	Brit. str.	—
	ISCHIA	Ital. str.	—

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Thursday, 8th Mar., 3 P.M.
 "LOONGSANG" ... Friday, 9th Mar., 4 P.M.
 "CHOYANG" ... Monday, 12th Mar., 4 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chetoo, Tientsin, Newchwang & Yangtze

For Freight or Passage, apply to **JARDINE, MATHESON & CO.,**

Hongkong, 5th March, 1906. GENERAL MANAGERS. 18

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"MINNESOTA," Captain J. H. LINDEB, ON THURSDAY, 15th MARCH, 1906.

"DAKOTA," Captain E. FRANKE, ON MONDAY, 23rd APRIL, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 12th December, 1905. [20]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 2 Days Across the Pacific in the "EMPEROR LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

LEAVE HONGKONG ARRIVE VANCOUVER
 R.M.S. "EMPEROR OF CHINA" 6,000 Tons ... WEDNESDAY, 28th Mar. ... 18th April.
 "ATHENIAN" 3,882 " ... WEDNESDAY, 11th April ... 5th May.
 "EMPEROR OF INDIA" 6,000 " ... WEDNESDAY, 18th April ... 9th May.
 "MONTEAGLE" 4,425 " ... WEDNESDAY, 2nd May ... 26th May.
 "EMPEROR OF JAPAN" 6,000 " ... WEDNESDAY, 9th May ... 30th May.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, ... via St. Lawrence £60; via New York £62. Intermediate on Steamers ... £40, ... £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only. Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent,

Corner Pedder Street and Praya, opposite Black Pier

[5]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI AND INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL AT NOON ON
 "ARAGONIA" 5,198 Ernst March 14th, 1906.
 "NICOMEDIA" 4,370 Wagemann March 23rd, 1906.
 "NUMANTIA" 4,370 Feldmann April 8th, 1906.
 "ARABIA" 4,483 Metzenhuth May 1st, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

F. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 23rd February, 1906. [3]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE AND BOMBAY

TIENSTIN ... About 8th March ... Freight only.

MOI and KOBE ... About 9th March ... Freight only.

SHANGHAI ... About 9th March ... Freight and Passage.

LONDON &c. VIA USUAL PORTS ... Noon, 10th March ... See Special Advertisement.

FOR SINGAPORE, PENANG, COLOMBO PORT SAID AND MARSEILLES

NUBIA ... About 14th March ... Freight and Passage.

YOKOHAMA VIA SHANGHAI, POONA ... About 20th March ... Freight only.

MOI and KOBE ... C. R. Longden, R.N.R. ... Freight only.

Calling at Penang and Colombo if sufficient inducement offers.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 5th March, 1906. [7]

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Hongkong, 5th March, 1906. [15]

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THE Steamship

"DONGOLA,"

Captain G. Phillips, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 10th March, at NOON, taking passengers and cargo for the above ports in connection with the Company's ss. *Hongkong*, 9,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the *R.M.S. Persia*, due in London on 1st April.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages

